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California High-Speed Rail Authority  
P.O. Box 162771  
Sacramento, California 95816

## HIGH-SPEED RAIL AUTHORITY REVISED MEETING SCHEDULE

### Mark Your Calendars

The Authority consists of nine members: five appointed by the Governor, two appointed by the Senate Rules Committee, and two by the Speaker of the Assembly. The members are:

- **Michael E. Tennenbaum, Chair**
- **Edward P. Graveline, Vice Chair**
- **Dr. Ernest A. Bates**
- **Jerry B. Epstein**
- **James R. Mills**
- **John P. Fowler**
- **William E. Leonard**
- **T.J. (Tom) Stapleton**
- **Donna Lee Andrews**

- **Authority Meeting, March 15, San Jose** — Economic Impact Analysis, Operational Integration, Financial Plan Policies  
*Santa Clara County Board of Supervisors  
70 West Hedding Boulevard  
San Jose, CA*
- Authority Meeting, April 21, San Diego — So. California Alignment Findings: Commuter Concepts, Ridership and Revenue Forecasts  
*San Diego State Building  
1350 Front Street  
San Diego, CA*
- Authority Meeting, May 19, San Francisco — Northern and Central California Alignment Option Findings  
*San Francisco Public Utilities Commission  
505 Van Ness Avenue  
San Francisco, CA*
- HSGTA Annual Meeting, June 6-9, Seattle
- Authority Meeting, June 16, Los Angeles — VHS Alignment Recommendations, System Integration Recommendations, Selection of Draft Recommendation System  
*Metropolitan Water District of Southern California  
700 North Alameda Street  
Los Angeles*
- Authority Meeting, August 18, Santa Ana — Financial Plan Recommendations
- Authority Meeting, September 15, Fresno — Draft Business Plan
- Authority Meeting, December 15, Riverside — Final Business Plan

**Mehdi Morshed**  
Executive Director

**Dan Leavitt**  
Deputy Director

**John Barna**  
Deputy Director

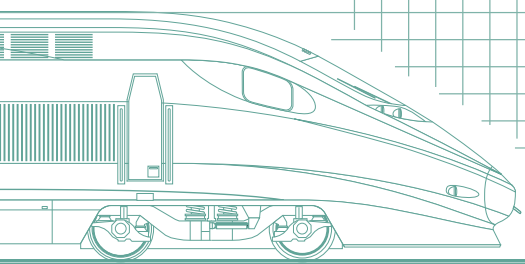
**Carrie Pourvahidi**  
Chief Administrative Officer

**Jill Young**  
Executive Assistant

### CONTACT THE AUTHORITY AT:

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Rail Authority**  
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CONTINUED FROM FRONT

The Authority accepted PB's route concepts and will determine which alternatives will be included in the business plan at the April, May and June Authority meetings. PB will present findings for the Southern California alignment options at its meeting in San Diego on April 21. The consultants will present Northern and Central California route options at the Authority's San Francisco meeting on May 19. Members will decide on the draft recommended system at its June 16 meeting in Los Angeles.

The alternatives PB will review include:

**San Diego Area**

- Terminus at QUALCOMM Stadium downtown San Diego
- Initial Service along the LOSSAN Rail Corridor, using Upgraded Conventional Service

**Inland Empire**

- Ontario Airport to Riverside along I-215 Corridor
- SR-91/Metrolink Corridor from Orange County

**Orange County**

- SR-91/Metrolink Corridor
- Orange County Branch Terminus

**Los Angeles to LAX**

- Existing BNSF Rail Corridor
- Existing UP Rail Corridor

**Tehachapi Crossing**

- Antelope Valley/Mojave Pass
- Aquaduct Pass
- I-5/Grapevine

**Central Valley**

- East of SR-99
- West of SR-99
- BNSF Rail Corridor
- UP Rail Corridor

**Bay Area**

- Altamont Pass
- Pacheco Pass
- East Bay
- Peninsula Corridor
- Terminus at Interface with Regional Transportation System

These alternatives are not a comprehensive list. Although the Authority approved the list, the Authority may consider investigating other options.

The alternatives can be found on the Authority's website, [www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov). Copies are also available by calling the Authority office at 916/324-1541. Please direct questions or comments to Dan Leavitt, 310/917-1049.

**AUTHORITY ADOPTS  
RAIL SYSTEM POLICIES  
TO GUIDE STUDY**

At the Authority's January meeting in Sacramento, the System Integration team — led by Arthur Bauer & Associates — recommended pursuit of a high-speed feeder system that builds on existing intercity and commuter rail corridors. The team also presented the first inventory of all of California's intercity and commuter rail operations. At the February meeting in Los Angeles, the Authority adopted policies to guide the system integration plan.

The policies include:

- The high-speed train business plan shall include a spine consisting of very-high-speed service and a complementary high-speed service network.
- The very-high-speed spine shall be capable of operating speeds of 200+ mph; grade separated along the entire line; double-tracked; and electrified. VHS service will not share track with standard U.S. freight.
- The high-speed network shall have the following characteristics: capable of operating speeds of 100+mph; partially grade separated; travel times better than automobile; be limited to corridors where it is more cost effective than VHS service or where VHS is not feasible; may share track with freight or other passenger trains; double track with possible exception of specific locations; need not be electrified.
- The high-speed corridors to be further evaluated for inclusion in the business plan are:  
**1.** Colfax/Sacramento/Martinez/Oakland/San Jose/Gilroy; **2.** San Luis Obispo/Santa Barbara/Oxnard/

Los Angeles/Santa Ana/San Diego; **3.** San Luis Obispo/Santa Barbara/Oxnard/Los Angeles/San Bernardino-Riverside/Palm Springs; **4.** San Bernardino-Riverside/Orange County/San Diego; and **5.** current San Joaquin Corridor.

- State funding for the very-high-speed and high-speed networks to be provided in the business plan shall be limited to capital improvements only. In corridors where operating subsidies may be required to run the service, the source of the operating subsidies shall be identified prior to that corridor's inclusion in the business plan.
- The Authority will pursue a strategy to identify federal funding opportunities for capital improvements only in both the VHS and high-speed corridors.
- The Authority will work with Amtrak and the State of California to review the possibility of including the Coast Corridor from San Francisco to Los Angeles as a potential high-speed corridor for inclusion in the business plan.

The Authority will determine which corridors will be included in the business plan at its June meeting. For more information about the system integration plan, contact John Barna at 916/324-1541.

**VICE-CHAIR SPARS  
WITH LEGISLATORS AT  
COMMITTEE HEARING**

Declaring that "the time for high-speed train service in California is now," vice-chairman Ed Graveline outlined the Authority's timeline to complete the business plan for the first time before a legislative hearing. Speaking before a joint hearing of the Assembly and Senate Transportation Committees, Graveline told legislators, "I believe that in order to ensure that the state has the infrastructure necessary to maintain the state's prosperity and economic status for the California of 2020 requires making decisions now, in 1999 and 2000."

Several legislators questioned the Authority's approach, with Assemblyman Tom McClintock (R-Simi Valley) suggesting that the \$23 billion cost to construct a steel-wheel system would be better spent on new freeway capacity.

**REVISED COST ESTIMATES  
FOR STEEL-WHEEL & MAGLEV**

Parsons Brinckerhoff updated the cost estimates to construct steel-wheel-on-steel-rail and magnetic levitation high-speed train systems at the Authority's January meeting. The Commission's estimates, which were made in 1996, estimated a steel-wheel system would cost \$20.7 billion and a maglev system \$28.9 billion. Based on annual increases in the construction/building cost indices, PB estimates that the current capital costs for a steel-wheel system on the Commission's proposed alignment is \$23.3 billion, a 12 percent increase. PB estimates the capital costs for a Maglev system on the same alignment to have increased nine percent to \$31.6 billion.

**"The time for  
high-speed train service  
in California is now."**

Ed Graveline, vice-chairman  
High-Speed Rail Authority